

IN THE SPECIFICATION:

Please amend paragraph 0005 as follows;

[0005] The French patent No. FR 2787842 to Chartrain et al. teaches a vehicle steering column clamp moved to a clamping position by a cam rotatable about an axis extending through the clamp. The European Patent No. EP 0443881 to Kinoshita teaches a tilting steering column employing a camming device with a resilient member between two cam members. A tilt lever is mounted on the bolt to operate the first and second cam members to retain and release the frictional clamping engagement. The resilient member is provided between the first and second cam members to provide a positive lock during steering column tilting operation.

Please amend paragraph 0007 as follows;

[0007] A steering column assembly of the present invention includes a compression bracket for attachment to a vehicle body. An adjustable steering column assembly is movably supported by the compression bracket for longitudinal adjustment along a longitudinal axis between adjusted positions. A pair of locking elements are operably connected to the compression bracket and movable between a locked position for preventing longitudinal movement of the adjustable steering column assembly relative to the compression bracket and a release position for allowing longitudinal movement of the adjustable steering column assembly along the longitudinal axis. The first element of the steering column assembly presents a detent recess. The second element of the steering column assembly is movable between the locked position engaging the detent recess and the release position out of engagement with the detent recess. The compression bracket includes bracket sections disposed on opposite sides of the adjustable steering column assembly. The locking elements interconnect the bracket sections for moving the bracket sections into clamping engagement with the adjustable steering column assembly for preventing relative longitudinal movement therebetween.

Please amend paragraph 0020 as follows;

[0020] A flange 34 that extends outwardly and horizontally from each side of the top wall 22. The compression bracket 12 includes a plurality of reinforcing ribs 35, integral with and extending between the top wall 22 and the flange 34. The compression bracket 12 also includes a plurality of reinforcing ribs 37, integral with and extending between the bracket sections 28, 30 and the wall 31. The compression bracket 12 includes a reinforcing web 36 integral with and extending between the top portion of the bracket sections 28, 30 and flange[s] 34 at the second end [[22]] 26 of the compression bracket 12. The flange[s] 34 of the compression bracket 12 includes an aperture 38 for receiving a fastener (not shown) for connecting the compression bracket 12 to the body of the vehicle. The bracket sections 28, 30 further include holes 39, 40 extending therethrough. The compression bracket 12 includes a flange 42 extending outwardly from the bracket sections 28, 30 at the first 24 and second 26 ends. The compression bracket 12 includes a support member 41 spaced from the top wall 22 and is designed for attachment to the body of the vehicle for supporting the adjustable steering column 14. The compression bracket 12 and the support member 41 are formed from a polymer by extruding the polymer through injection molding. The compression bracket 12 and the support member 41 may be formed from a metal. Those skilled in the art will appreciate that the steering column assembly 10 of the present invention may include an alternative embodiment (not shown) wherein the flanges 34 are designed to adaptably engage a release mechanism for an energy absorption device (not shown) as described in the U.S. Patent No. 6,419,269 to Manwaring et al.

Please amend paragraph 0021 as follows;

[0021] As best shown in Figures 1 and 2, the first locking element 16 is defined by a wedge, generally indicated at 44. The wedge 44 includes front 46 and rear 48 ends, first 50 and second 52 side surfaces. The wedge 44 is connected to the bracket section 28 of the compression bracket 12 at the first side surface [[50]] 52 of the wedge 44. The second side surface [[52]] 50 of the wedge 44 is sloping with respect to the longitudinal axis A defining an acute angle therebetween. The wedge 44 includes an inclined ramp 56 sloping from the rear end 48 and further extends downwardly and then upwardly to define the detent recess 20 and then extends to the front end 46 to define a wall 58 extending in parallel relationship with respect to the longitudinal axis A.